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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

INFORMATION REPORT

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COUNTRY USSR (Kuibyshev Oblast)

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SUBJECT Krasnaya Glinka Airfield

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SUPPLEMENT TO
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1. The airfield was east of Krasnaya Glinka (53°21' N/50°11' E), Kuibyshev Oblast, about 400 meters east of the road to Kuibyshev (53°12' N/50°09' E). The landing field was at least 500x1,000 meters. A gray-black runway was about 40 meters wide. There was a railroad connection from the north. Four or five large and vaulted hangars were on the eastern edge of the field.
2. There was much flying with biplanes. Individual and formation flights of up to 12 planes and individual parachute jumps at an altitude of 300 to 1,000 meters were observed. Individual jet planes were repeatedly seen taking off and landing. These were presumably only intermediate landings.
3. German women, living with their families in a settlement of 15 to 20 one-story houses on the eastern edge of the town, said that German engineers were employed at the airfield and in Kuibyshev plants.
4. A jet plane with two turbines projecting beyond the trailing edges of the wings and a single rudder assembly was seen over Kuibyshev for the first time in the summer or fall of 1947. It was the same type turbojet fighter type noticed in Czechoslovakia in 1945. This was the only type aircraft seen over Kuibyshev prior to the summer of 1948. It was noticed that the planes came from the direction of Krasnaya Glinka where there was an airfield where the planes took off and landed again.
5. A new jet fighter type appeared in the summer of 1948. It looked like a "swallow" because of its cranked wings, had the jet in the nose, a slim fuselage, cockpit forward of wings, a very high rudder assembly, elevator set at rudder assembly above fuselage, tail protruding beyond rudder assembly, wings

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dihedral and set in mid-fuselage, span longer than length. It was smaller and faster than the twin-engine jet plane and had a flight duration of about one hour. These planes also came from the direction of Krasnaya Glinka where, according to Soviet laborers, German engineers were employed in a turbojet aircraft plant. The new type aircraft, seen only individually in the fall of 1948, appeared more frequently in the spring of 1949. Six aircraft were often seen flying at the same time. The twin-engine jet aircraft were seen only individually in the spring of 1949.

6. The Krasnaya Glinka airfield presumably was 6 km N-NE of Kuibyshev behind some woods. Four large hangars were about 800 meters from the unloading point at the double-track narrow-gauge field railway allegedly leading to the Krasnaya Glinka railroad station. Co-PWs said that there was a runway at the field.
7. At night a PW detail unloaded material which had been shifted from standard-gauge to narrow-gauge railroad cars at the Krasnaya Glinka railroad station. The unloaded material consisted of tapering metal wings, each 6 to 7 meters long and about 2 meters wide, packed in crates and wrapped in tarpaulins. There were about 40 wings on each car, and from 7 to 10 cars were unloaded each night. Boxes, 30x80x150 to 180 cm and 60x80x150 cm, with metal sheathing were also unloaded. The boxes were sealed and some were very heavy.
8. Individual flights with turbojet aircraft with considerably swept back wings, noticeably long nose, silver colored, without markings were made every day. Their flight time was short. The planes came in for landings near Krasnaya Glinka. Formation flights in elements of two with aircraft of the mentioned type but with a red Soviet star on the wings were also observed every day. The planes, presumably transferred, took off at Krasnaya Glinka but did not land there.
9. In June 1949 German women said that 500 German engineers and technicians with their families from Dessau, Dresden and Leipzig lived in Krasnaya Glinka and that turbojet aircraft were constructed in Krasnaya Glinka and test flown by German pilots.

- 2 Annexes: (1) Krasnaya Glinka Airfield
(2) Jet Fighter Seen in the Kuibyshev Area.

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